## **SENATE DEBATED** RAILROAD BILL

Were Many Sharp Tilts Between Senators, Acrimony Often Marking Discussion.

THE LONG AND SHORT HAULS

Dixon and Smoot Challenged Piles' Position-Elkins Took Occosion To Explain His Remarks.

Washington, May 10 .- Acrimony and argument stalked side by side through the senate's consideration of the railroad bill today. Senators Piles, Lodge and Bristow were the regular speakers, but there were so many interruptions that at times it was difficult to determine who held the floor.

There were many sharp tilts between the senators and the discussion was

Mr. Piles undertook to show that the adoption of the long and short haul amendment by forcing up rates and increasing water transportation would

cause the transcontinental rallways to abandon the coust business.

The assertion was challenged by Messrs Dixon and Smoot. Coming into the controversy Mr. Elkins declared that the pending amendment tears down and destroys the business of the country.

"Then," said Mr. Dixon, "you antagonize the interstate commerce commis

Mr. Aldrich declared the commission's advocacy of the amendment was convincing and could be explained by its desire to control all the ramifications of the federal legislation of railroads. "If you are going to destroy the business of the country," continued Mr. Aldrich, "to make Missoula, Mont., or Salina, Kan., (the home towns respectively of Senators Dixon and Bristow), the metropolis of the world, then there should be some reasonable rule under which the work of destruction is to be carried on."

carried on."

Mr. Dixon replied with bitterness. He found in the Rhode Island senator's remarks a repetition of the recent invitation of Mr. Elkins to the west to "move out."

Mr. Lodge opposed the amendment as "an attempt to fix rates by law" which, he said, was equivalent to an effort to place a straight jacket on an evershifting scale. He thought the present law ample protection. The distance rate had been a failure wherever tried, Mr. Lodge asserted, and he declared such legislation—as was under discussion tended inevitably in that direction.

ELKINS EXPLAINS.

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After Mr. Lodge had concluded, Mr. Bristow took up Mr. Elkins's recent invitation to the people of the interior towns of the west "to move out."

"I didn't say it," protested the West Virginia senator, his face redder than usual. "I didn't say it," he repeated, and then read from the Congressional Record to show he had coupled a condition with the suggestion.

"I said," he proceeded, "that if they wanted the advantages of the coast cities they should move out; that is what I said, and I said it with deep regret. I meant no offense. The senator from Kansas does not love his state any better than I do."

Mr. Dixon and Mr. Bailey engaged in a controversy over an expression of the

a controversy over an expression of the former in which he spoke of some senators as "champions of the railroads."
"Does the senator mean to say any senators are here as the champions of the railroads?" asked the Texas sena-I wish the senator would withdraw

"I wish the senator would withdraw that question or address it to some one else," said Mr. Dixon.

Eliciting from Mr. Bailey the fact that he would not vote for any of the long and short haul amendments. Mr. Heyburn called attention to the fact that on a previous occasion, the Texas senator had supported the measure. Mr. Bailey admitted he had done so, but said he had adopted that course to create confusion on the Republican side of the chamber.

of the chamber.

"Up to the time of the adoption of a measure I will vote for any provision that will make mischief for you; but I will stop short of doing the mischief.to

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he country. Does the senator under as country. Does the senator under-cand it now?" he asked in conclusion.
"I regret to say that I do," laconical-responded the Idaho senator. Mr. ristow closed with an appeal for jus-ce for the prairie states. He said to chidding of those communities for ich a pleading came with poor grace om "those who represent the railroad ferents."

The debate closed for the day with another effort by Mr. Elkins to explain away his invitation to the people of the inland country to move to other

RAILROAD BILL IS PASSED BY THE HOUSE

Washington, May 10,-Without a sin Washington, May 16.—Without a sinside dissenting Republican vote, the
use today passed the railroad bill,
e of the chief measures President
ift wished enacted at the present sesn of Congress, by 200 to 128. Fourteen
mocrats joined the majority. Presimit Taft tonight said he was deeply
atified over the passage of the mease. He was especially pleased with
e comfortable margin by which the
mmerce court feature was kept in
bill, for he regards this court as
obably the most important step in
proposed law.

probably the most important step in the proposed law.

Referring to the clause providing for the physical valuation of railroads, Mr. Taft pointed out that power now practically rests with the interstate commerce commission, and that the difficulty in carrying out such a plan always has been found in the enormous cost of the undertaking.

When all the amendments adopted by the house while in committee of the whole had been agreed to, Mr. Adamson of Georgia, senior Democratic member of the minority on the committee seporting the bill, moved to recommit it with instructions that it be reported back with the commerce court clause stricken out. This motion was out. This motion was

clause stricken out. This motion was defeated, 157 to 176. The bill makes many changes in the existing law that, if accepted by the senate will greatly affect interstate commerce. The court of commerce is created to adjudicate cases on appeal from the interstate commerce commission. It is provided this court shall be organized by the justices of the supreme court, future appointments to membership on the court to be made by them.

Stock and bond issues of milroads are controlled by the bill. Under this clause, a railroad before issuing any additional stock, must obtain an order additional stock, must obtain an order from the commission which must, among other things, fix the price at which the securities of the road may be sold. A similar provision is carried in respect to railroads organized through the courts. A provision is made that upon the reorganization of a railroad through court proceedings, stocks and bonds cannot be issued for more than a fair value of the property. The long and short haul clause of the measure provides a railroad cannot.

measure provides a railroad cannot, without first gaining permission, tharge more for a short than for a long saul over the same line.

The interstate commerce commission is given authority whenever a new is proposed to suspend the taking of that rate during considera-

on of its reasonableness.
As amended the bill proposes to bring be telephone and telegraph compass under the control of the interstate nless under the control of the interstate commerce commission. It provides for the valuation of railroad property to aid the commission in the consideration of railroad rates and gives to the commission authority over classifica-tions, regiations, and practises of rail-

Under its terms a railroad company must quote a freight rate accurately upon demand of a shipper and the ship-per is given the right to route his freight whenever it passes over more than one railroad. The commission itself is authorized to establish through routes whereas under the present law. such a route is already established.
Severe penalties are provided against shippers, who through false claims for damages, or loss of property, obtain secret rebates.

CHAIRMAN MANN'S COMMENT. Speaking of the bill as it passed the

house today, Mr. Mann, chairman of the committee on interstate and foreign commerce, said: "Under the existing conditions,

"Under the existing conditions, through the non-observance of the existing long and short haul clause, a very large proportion of the freight of the country is carried by the long distance around instead of being carried by the most direct route, whereas, if the railroads are compelled to cease doing that each would carry the same amount of freight by the most direct route and be able to save expense and reduce railroad rates."

"It is the best bill ever passed by the house," said Mr. Mann of Illinois, in charge of the measure.

CHAMP CLARK'S COMMENT. Champ Clark, leader of the Democra

de minority, explaining the Democratic course in opposing the bill on final vote,

"The Democrats who voted against the bill did so because they considered that there were more bad features in the bill than there were good ones. When it was first brought into the house, it was a railroad bill pure and simple. It was drawn in their interests, Not a railroad lobbyjst appeared in opposition to this bill which says more eloquently than many volumes could do, that the railroads were in favor of this legislation. Every amendment adopted in the house helped the bill but there were not enough of them. "Had the court of commerce feature and some parts of sections 13, 14 and 15 been stricken out I would have voted for the bill."

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## PROSECUTION SCORED AGAINST BALLINGER

Atty. Brandels Brought Out Existence Of Laterior Department Rulings That Secretary Violated.

Washington, May 10 .- The existence of rulings in the interior department which Mr. Ballinger must have violated in appearing before the general land office in behalf of the Cunningham coal claimants after his retirement as land commissioner, was brought out by Atty. Brandels in ross-examination of the secretary of the interior in the Ballinger-Pinchot

nvestigation today.

Mr. Brandeis secured an admission from Mr. Ballinger today that he had seen barred from appearing before the been barred from appearing before the land office by a similar ruling in another case subsequent to his activity in the Cunningham cases and prior to his becoming secretary of the interior. Mr. Ballinger said he had not called these rulings to the attention of the president to assist him in reaching a conclusion on the Glavis charge because he did not think there was any law to sustain them.

aw to sustain them.

The committee decided to grant the equest of Atty. Brandesis that Oscar awlier, assistant attorney general for he interior department, be asked to urnish the original or copies of the

furnish the original or copies of the memorandum he prepared for the president last September, and which Mr. Brandels has intimated the president followed in writing his letter vindicating Ballinger and dismissing L. R. Glavis. By unanimous vote the committee refused to ask the president for similar information.

Atty. Brandels had almost concluded the cross examination of Mr. Ballinger, when the hearing was adjourned until Thursday. He devoted practically the entire day to the subject of the "clearlisting" of the Cunningham claims by Commissioner Balject of the "clearlisting" of the Cun-ningham claims by Commissioner Bal-linger, to show extraordinary haste had been made to rush the claims to patent and that Glavis's reiterated protests alone had caused Mr. Ballin-ger to pause.

ger to pause.

During an exchange of amenities between Chairman Nelson and Atty. Brandels in the course of a wearlsome afternoon, one of the women spectators rebuked the former because he "snapping at members of the com-

"You can insult witnesses, but you can't insult the committee," said Mr. Nelson hotly addressing Mr. Brandels. "You can't insult him either," interupted the lawyer's fair feminine defender, whose identity was hidden behind a solld row of chanticler hats. Senstor Nelson was too surprised Senator Nelson was too surprised to answer. So was Mr. Brandels and thus harmony was restored.

PLAY PRODUCING MANAGERS' ALLIANCE

New York, May 10.—An alliance has just been formed by play-producing managers in the United States, who together own and control 200 of the leading traveling combinations in this country. They have placed the booking of their various interests in the hands of Klaw & Erlanger, with Instructions to play only in such territory and it such theaters as will give the producing managers the support to which they consider themselves entitled.

The managers of the new alliance are The managers of the new alliance are Charles Frohman, David Belasco, Henry W. Savage, Henry B. Harris, Joseph Brooks, Cohan & Harris, Klaw & Erlanger, Florenz Zeifeld, Tugustus Pitou, Charles B. Dillingham, James M. Caites, Wagonhals & Kemper, Frederick Tjohyson, Al H. Woods, Joseph Weber, Henry Hille, Daniel Frohman, William Harris, and others.

EXCUSED JURY BECAUSE OF CORN PLANTING

Kalamazoo, Mich., May II.—Because this is corn planting time, and nearly every juror summoned for service in the circuit court for the May term is a farmer, Judge Knappen today excused the jury for two weeks. There are only a few criminal cases on the calendar and the judge announced that complanting was just as important as dispensing justice.

John D. Rockefeller would go broke if he should spend his entire income trying to prepare a better medicine than Chamberlain's Colic, Cholera and Diarrhoea Remedy for diarrhoea, dysentery or bowel complaints. It is simply impossible, and so says every one that has used it. Sold by all dealers.

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MESSAGE FROM QUEEN ALEXANDRA

Thanks English Nation for Its Sympathy and Asks to be Remembered in Their Prayers.

KING GEORGE V TO THE NAVY

Bill to be Introduced Modifying Monarch's Declaration Regarding Church of Rome.

London, May 10 .- While the rulers and representatives of foreign nations are assembling here for the obsequies of King Edward, the various necessary formalities incident to the sad event are being gradually com-

The widowed queen has sent a touchng personal message to the nation written in unassuming style and recalling similar intimate Queen Victoria was in the habit of adressing to her people.

King George has addressed messages o the navy and army, expressing his thanks for their loyalty and devotion and his solicitude for the efficiency of both services.

A message also has gone from the king to the Indian princes and peo-ple expressive of his gratitude for their sympathy.

QUEEN ALEXANDRA'S MESSAGE. Queen Alexandra's message to the

"From the depth of my poor broken heart I wish to express to the whole nation and our kind people we love so well, my deep-felt thanks for all their touching sympathy in my overwhelming sorrow and unspeakable anguish

wheming sorrow and unspeakable anguish.

"Not alone have I lost everything in him, my beloved husband, but the nation, too, has suffered an irreparable loss when their best friend, father and sovereign was thus suddenly called away. May God give us all his divine help to bear this heaviest of crosses which he has seen fit to lay upon us. His will be done."

"Give to me a thought in your prayers which will comfort and sustain me in all that I have to go through. Let me take this opportunity of expressing my heartfelt thanks for all the touching letters and tokens of sympathy I have received from all classes, high and low, rich and poor, which are so numerous that I fear it would be impossible for me to ever thank everybody individually. "I confide my dear son into your care when I know will follow in his

to ever thank everybody individually "I confide my dear son into your care, who, I know, will follow in his dear father's footsteps, begging you to show him the same loyalty and devotion you showed his dear father. I know both my dear son and daughter-in-law will do their utmost to merit and keep it."

THE KING TO THE NAVY

One of the first messages issued by King George, who has long been known as "the sailor prince," was ad-dressed to the navy. In it the king

says;
"It is my earnest wish on succeeding to the throne, to make known to the navy how deeply grateful I am for its faithful and distinguished services, rendered to the late king, my belowed father, who ever showed the greatest solicitude for its welfare and efficiency.

"Educated and trained in that pro-"Educated and trained in that pro-fession which I love so dearly, re-tirement from active duty has in no sense diminished my feeling of affec-tion for it. For 33 years I have had the honor of serving in the navy and much intimate participation in its life and work enables me to know how thoroughly I can depend upon that spirit of loyalty and zealous devotion to duty, of which the glorious history of our navy is the outcome. That you f our navy is the outcome. That you ill ever continue to be, as in the past, with deep feeling of pride, affection and interest.

with deep feeling of pride, affection and interest.

(Signed)

John E. Redmond, leader of the Irish party, has written to Premier Asquith, reminding him of the favorable expressions, when recently the question was raised in parliament by the Duke of Norfolk, the foremost Catholic in England, on abolishing

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rom the declaration the must make before a new parliament of the ancient words, "abjuring the church of Rome."

These words Mr. Redmond declares

are most offensive to all Catholics.

DECLARATION OF THE KING. The cabinet today decided to intro-The cabinet today decided to intro-duce a bill amending the deciaration of the king wherein he asserts his disbelief in trans-substantiation and adoration of the Virgin and saints and that he makes the declaration without mental reservation or dispensation from the pope or other authority.

For the declaration that the fore-going doctrine and the mass are "superstitious and idolatrous" it is proposed to substitute the words "are contrary to my belief" and to omit reference to the pope. The majority of parliament is be-

lleved to favor these changes, but the will oppose them. The Catholics wish the entire declaration abolished, but the law officers of the crown consider such a safeguard against a Catholic

Late tonight the body of King Ed-ward, encoised in an oaken casket, was transferred to the throne room of Buckingham palace, where it rests or a catalfalque covered with the same purple pall that enshrouded the coffir of Queen Victoria, A allken royal enor Queen victoria, A allken royal en-sign has been spread over the pall. Many floral offerings coming from abroad will be deposited in the throne room, where the body will re-main until its rembval to Westminster hall.

M. I. A. BALL-WANDAMERE.



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